

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Dowers	WEDNESDAY, 16th June, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"YORCK" Capt. J. Randemann	About THURSDAY, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY, and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 18th June, 10 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lepp	SATURDAY, 20th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	21st June, P.M.
MARSEILLES, via PORTS	SYDNEY	Rebulet	22nd June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	5th July, P.M.
MARSEILLES, via PORTS	TOURANE	Lancelotti	6th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 40 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 8th June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

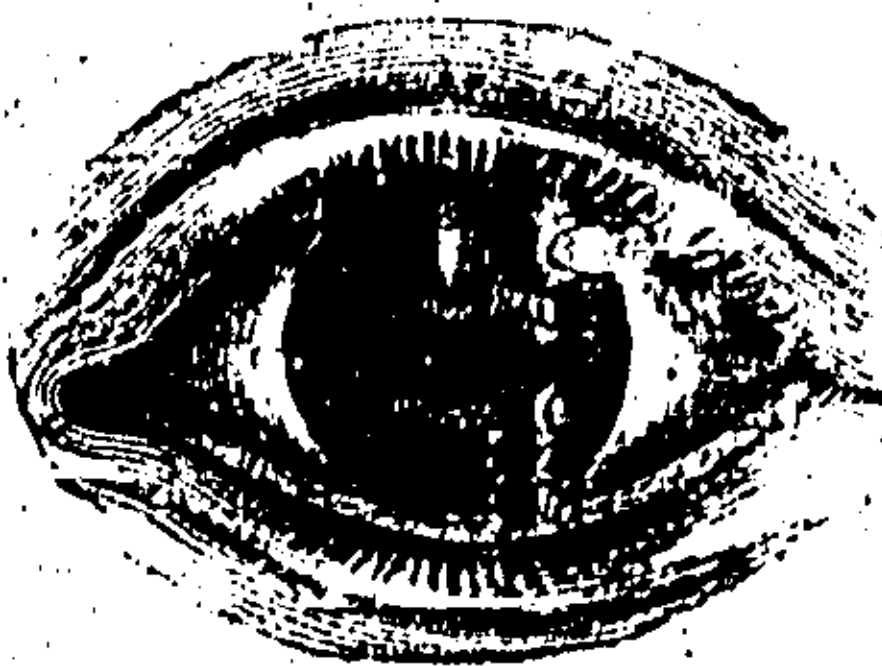
The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Lights
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite
Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton,
or to their Agents**BARRETTO & CO.,** Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.1.
HONGKONG, 4th March 1909.
SINGAPORE, 19, Raffles Street.
SHANGHAI, 564, Nanjing Road.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone Nos 878, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

GODOWN, No. 9, DUNDRELL STREET.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [462]

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE
HOUSE STREET, in rear of David
Sassoon & Co's premises.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 13th May, 1909. [464]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG
ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [468]

TO LET.

SHOP and DWELLING HOUSE, No. 78,
Queen's Road, Central.
Apply to—
S. J. DAVID & Co.,
Prince's Buildings,
Hongkong, 25th March, 1909. [469]

TO LET.

NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON
& Co., LTD.
Hongkong, 29th May, 1909. [468]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VŒUX
ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [451]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vœux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.). Rents low.

Apply to—
THE COMPAGNIE DEPARTEMENT,
E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909. [468]

Intimations.

CHINESE SCHOOL IN SAN FRANCISCO.

DIRECTORS RESIGN IN A BODY.

The troubles which have threatened to dis-
rupt the native Chinese school which was
established three months ago with impressive
ceremonies by Imperial School Commissioner
Liang Ching Quai came to a head yesterday
with the announcement that the board of di-
rectors, consisting of twenty-two of the leading
merchants of Chinatown, had resigned their
positions in a body, reports the *San Francisco*
Chronicle 13th ult.

When the school was established by the
Commissioner, who was sent here for the pur-
pose by the Imperial Board of Education of
Peking, it was announced that it was not in-
tended to supersede the American schools in
which the younger residents of Chinatown get
their schooling, but was for the purpose of
giving the Chinese children the knowledge of
their native language and the teachings of their
scholars and philosophers such as they could
not obtain in the Caucasian institutions.

A board of directors was selected, consisting
of four members of the Oriental colony, of
which Tin Eli, president of the Canton Bank,
was appointed president. The commissioner
announced that Consul-General Shu Ping Tsun,
as representative of the Imperial Government,
would have control of the school, in which he
would be assisted by the board of directors. It
was also stated that one teacher was to be
engaged for every forty scholars.

The commissioner had hardly left for China
before trouble started. The board of directors
was added to until it consisted of twenty-two
men, and as they all had different theories as to
how the school should be conducted there was
said to be little harmony. Then the number
of scholars dwindled until now there are only
110 pupils, with four teachers. Some of the
directors felt that the Chinese children should
be taken from the American schools altogether,
while others advocated lengthening the hours
of study in the Chinese school.

A meeting was held last night by the di-
rectors of the Six Companies and the matter was
thoroughly discussed. It was finally decided
to let matters remain as they are until the sum-
mer vacation during which time a decision will
be reached.

This will give time for both sides to com-
municate with the Board of Education in Pe-
king and the question of who is to have control
of the school will be decided there. In the
meantime the Consul-General will have con-
trol of the school, but he will in a measure be
subject to the wishes of the Six Companies.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 11th June, 1909, at 5.30 P.M., near the
Kowloon Post Office, Kowloon,
2 CHINA PONIES,
1 PROVISION WAGON,
1 SET OF HARNESS,
AND
SADDLE and BRIDLE.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th June, 1909. [468]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 12th June, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
A FINE ASSORTMENT OF
SMYRNA CARPETS,
Various Colours and Sizes.
On view on Friday, the 11th.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th June, 1909. [472]

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEIL-

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Cash

Port orders carefully executed.

Hongkong, 24th September, 1908. [451]

Consignees.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London via
S.S. *Malapa*, from Havre via S.S. *Malapa*,
and from Bordeaux via S.S. *Frederic Morel*
and *Ville de Celles*, in connection with above
Steamer are hereby informed that their
Goods, with the exception of Treasure, are
being landed and stored at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned Goods remaining unclaimed
after MONDAY, the 14th June, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 14th June, or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.
Hongkong, 7th June, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI."

FROM LEITH, ANTWERP, MIDDLES-
BRO' AND LONDON.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th inst., will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th June, 1909. [470]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 10th inst. will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 8th June, 1909. [45]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Macedonia*.
From Australia, ex S.S. *India*.
From Calcutta, ex S.S. *Nile*.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 15th inst., at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 9th June, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmonious, and produce a charming effect not
obtained by any other, as their composition is
only known to me. In tattooing unlike some
species of engraving, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.

The copying of Portraits with distinct
miniatures a speciality.

Hongkong, 1st September, 1908. [45]

DRAGON CYCLE
DEPOT,38-35, Des Vœux Road, Central,
Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS
de MISSA em Portuguez, encader-
nados em lindas capas de phantasia
e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Vœux Road.

Hongkong, 8 Junho de 1909. [459]

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS
ON THE
FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.
COVERED GREEN OR
RED BAIZE.

ENVELOPE
FOLDING
CARD TABLES
from \$21.50, covered in BAIZE,
IMITATION LEATHER OR
REAL SKIN IN ALL COLORS
SMOKERS'
CABINETS
in dainty and artistic designs,
FITTED with COPPER and
SILK PANELS, WITH KEYS
TO ALL CUPBOARDS AND
DRAWERS
\$15, \$18.50 AND \$21.50

LADIES' DESKS
AND
BUREAUS
in ENGLISH and
AMERICAN STYLE
from \$27.50 to \$65.00

REVOLVING
BOOKCASES
FINISHED IN
NATURAL
TEAK OR TO
IMITATE ALL
WOODS

PEDESTALS IN
VARIOUS SIZES AND STYLE,
READY FOR INSPECTION.

CARVED
WHATNOTS
Both ordinary and
CORNER SHAPES
For
BRIC-A-BRAC

ALL ARTICLES
CHEERFULLY
WITH NO
OBLIGATION TO
PURCHASE

POWELL'S
ALEXANDRA
BUILDINGS,
and
28, Queen's Road.

Hongkong, 4th June, 1909

THE ENGLISH IN CHINA.

Belong an Account of the Interchange and Relations between England and China from the year 1600 to the year 1843, and a Summary of later developments. By James Bromley Eames, M.A., B.C.L., Professor of Law at the Imperial Tientsin University 1895 to 1900, Legal Advisor to the Tientsin Provincial Government 1901. London: Sir Isaac Pitman and Sons, Ltd., 1909 20s. net.

The period treated by the writer—1600 to 1843—embraces many far-off, and perhaps forgotten, events, but their recapitulation is necessary for the due understanding of the present position of China and the Western Powers. In order to explain the beginnings of the survey, the author has been compelled to go slightly into matters antecedent to the date given on his title-page, and to summarise the proceedings of the Portuguese in Ningpo and Macao. Their first settlement at the former place was in 1577, this being actually the first settlement of Europeans in China; and at the latter place in 1555. They were permitted to remain at Macao, always subject to well defined limits of space, in payment of a moderate ground-rent—a tax which commenced in 1582 and lasted till 1849. After this latter date, a free occupation, with undefined rights, existed till 1887, when by treaty China confirmed the perpetual occupation and government of Macao and its dependencies by Portugal. Macao thus became Portuguese territory, having a status altogether different from that of a co. cession or settlement at one of the treaty ports. The subject of delimitation of the frontier, as our readers are aware, is one that is very much to the fore at the present moment. The enterprise of the Dutch in fitting out an expedition to Java in 1595, stimulated the English to dispatch three vessels to China in the following year; but as these vessels never reached their destination, and never returned, their effect on Eastern trade was negligible. A later Dutch expedition in 1598 again stimulated British merchants to further efforts in trading with the Far East, a petition being presented to the Crown asking for exclusive privileges in this direction, and resulting in the charter which incorporated the East India Company. The connection of the Company with China lasted till 1833, when the monopoly of the Company at Canton was abolished by Act of Parliament. The Company had found that its monopoly could not always be enforced, and it had also to reckon with the determined opposition of the Portuguese and the Dutch, the latter having the monopoly of the trade between Holland and the East. A British expedition to China, originated by Sir William Courtenay in 1634, set sail in 1636, with the object of ascertaining the possibilities of establishing trade with China, but after coming into collision with the Chinese both at Macao and Canton, its business prospects were foiled by the efforts of the Portuguese. The venture was, however, ultimately amalgamated with the East India Company, which had not lost sight of its desired connection with China; but it was not until the year 1716 that the "privileges" obtained at Canton enabled it to pursue the trade with profit. The author devotes some space to an account of the position of the foreigners at Canton at the time when the East India Company's monopoly there was abolished. Their life can hardly be described as cheerful, seeing that their peregrinations were confined—after the fashion of the Dutch in Nagasaki to olden days—to a small strip of land in a filthy suburb, that their wives were allowed no nearer than Macao, and that no foreigner was permitted to enter the city itself.

Chinese traders consisted of the Hong merchants and shopmen, the former holding their position under Government licence, and being nominally guaranteed by a fund to which imperial officials had access, and which, therefore, as a security, was illusory. The Hong merchant occupied an official position as the recognised intermediaries between all foreigners, and the Chinese officials, and petitions from the former to the latter had to be couched in terms that would be employed by the inferior toward a superior, the use of the Chinese supplicatory character *Pin* being a *sine qua non* on the cover of the petition. What trouble arose from this latter condition will be seen later on. The local Chinese Government was viewed so far as trade was concerned in the Hopoo, whose undelings were open to corruption of every kind. It was to this state of affairs and to these surroundings that Lord Napier, the Chief Superintendent of Trade, arrived from England on July 25, 1834, officially unannounced. He was designated by the Chinese as the "barbarian eye." From the time of his arrival he was engaged in one long dispute with the provincial authorities, first as to his right to be in China at all, and secondly as to whether he was to be treated by the authorities on terms of equality. He announced his arrival in a despatch utterly at variance in tone and tenor to Chinese ideas, and found difficulty even in delivering his letter to the Viceroy, which was absolutely refused, owing to its bearing the superscription "Great English Nation." A deadlock ensued, and on Sept. 2 the Viceroy completely suspended the trade with British subjects. Unfortunately at this juncture Lord Napier's health began to fail, and though he had now obtained a complete grip of the situation, he was not able to push matters any further, and after a brief struggle with his illness, he succumbed to it at Macao on Oct. 11, 1834, being buried at that place with full military honours. His despatch to Lord Palmerston of the previous August 14 shows that his desire was to effect a settlement of the residential question in China on the "same terms that every Chinaman, Pagan, Jew, or Christian, sits down in England." He pleaded for promptitude and vigour in dealing with the Chinese—measures which, he contended, had always been attended with complete success. A period of temporary quiet now ensued, pending the arrival of instructions from England, but it was broken in upon by the arrival from England of the first steam vessel intended for use in Chinese waters. Appropriately named the *Jardine*, she was offered for inspection to the Chinese officials, whose

speculation to the Chinese officials, whose consternation and alarm at this novelty in shipping resulted in the little craft being ineffectually bombarded, and subsequently gleefully inspected by the Chinese Admiral. Capt. Elliott, now comes upon the scene. Originally a subordinate member of the Commission, he was promoted by Lord Palmerston to be its chief, being warned by the Foreign Secretary, on account to re-open communications with the Viceroy through the Hong merchants, and also to refrain from giving to his written communications with the Chinese Government the name of *Pellicana*. To these warnings, the new Chief Superintendent paid no heed, his very next communication to the Viceroy being superscribed with the character *Pin* and being presented through the Hong merchants. Thus were Lord Napier's contentions made of none effect, and opportunity was given to the Viceroy to still further humiliate the Superintendent.

A special, and very important chapter is devoted to the opium question, and we ask our readers' reference to it for full details of the trade as it originated, and of its effect on our relations with the Chinese Empire. The drug has a special bearing on the events narrated in the book under review, for disputes regarding its importation into Canton were followed by the war of 1842. The general impression is that these disputes were the cause of that war, Dr. Wells Williams, in his *Middle Kingdom*, going so far as to dub it the "Opium War," but it is known that other forces were at work to bring on that struggle, and the present author is frank enough to say that the grievances "under which the merchants had laboured in trading at Canton were of long standing, and were of such a nature that they would probably, in course of time, have led to hostilities even if the question of the opium traffic had never arisen at all." Our readers will find in Chapter XII. of this book a very full and fair account of the difficulties that arose from 1830 onwards in the matter of drug smuggling into Canton. With the actual smuggling foreigners were, of course, not concerned, their interest in the drug ceasing at Lintin; but there were large importations into Canton itself, the economic evil in connection with which was in these days more important than the physical one. There seems no doubt that Peking believed in the evil national effects of the drug, and the local authorities were not behind in their denunciation of the traffic. It is almost amusing in these modern days to read of the way in which venerated names in the China trade were bandied about in official despatches, how Jardine was alluded to as the "iron-headed old rat," or how Dent, Jardine, and others were mentioned as the "barbarian traders," and "the depraved foreigners." Against which may be set the fact that so far back as 1832 several persons were brought to trial in Yunnan for growing the poppy, to say nothing of the more recent efforts of the late Li Hung-chang in this respect. It is not necessary to say more on the subject here, but the complexity of the case is well illustrated by the facts and figures given.

We have no space to follow the book in the account of the war of 1842, and of its subsequent consequences. It is ancient history now, and it has been thrown into the background by subsequent differences, and later apologies. On the missionary question the author holds strong views, expressed freely. The whole principle of forcing religious emissaries on an unwilling people is, he says, "so repugnant to common sense, so contrary to the great examples in imitation of which the modern missionary movement is supposed to have been established, that no intelligent Englishman can want any further reason for insisting that no longer shall his Government be required to lend its sanction to such a proceeding." At this we may leave it for the consideration of our readers. Mr. Eames' book is one that will be welcome to all connected with the Far East. He marshals his facts well, has the gift of condensation, while his actual experience in China enables him to grasp the relative value of facts of history as bearing on what is yet to be.—*L. G. C. Express.*

Intimations.



GUNS
DIRECT from the manufacturers at lowest prices. 12 bore Double Breachloaders from 30s. each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorca, London, E.C.2.

COLD STORAGE.
THE HONGKONG ICE COMPANY LTD. have 40,000 cubic feet of COLD STORAGE available at EAST POINT. Storerooms will be open at A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong, 6th January, 1909.

JUST LANDED:
The well-known and famous brandy
"Bisquit Dubouche & Co."
Per Doz.
XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909.

Intimations.

A FAIR EXCHANGE.
Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION
have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. Today they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
NIGHT CARS on Week Days.
Extra cars at 1.15 p.m., 1.30 p.m. and 1.45 p.m.

SPECIAL CARS by Arrangement at the
Jompany's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

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EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES

CLOTHING, FANCY GOODS
and TOYS
AT
VERY NORMAL RATES.

READY FOR SALE.
The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, MAINBOOKS, SHIRTINGS, ALPAQAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.
Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

At DANIEL STREET,
HONGKONG.

Hongkong, 3rd September, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 5th June, 100 cts. per 5 Mins.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lam	30
" Sausages—Ngau Yuk Ching	16
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	20
" Heart—Ngau Sum	per B
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	each
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	12
" Liver—Ngau Con	18
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau Chai	set
" Tail—Keok	10.00
Mutton Chop—Young Pui Kwai	22
" Leg—Young Pui	22
" Shoulder—Young Shan	22
Pigs' Chilling—Chi Chong	22
" Brains—Chi Kwai	per set
" Feet—Chi Kwai	12
" Fry—Chi Kwai	25
" Head—Chi Kwai	18
" Heart—Chi Kwai	each
" Kidneys—Chi Kwai	pair
" Liver—Chi Kwai	B
Pork Chop—Chi Kwai	22
" Corned—Ham Chai Yuk	22
" Leg—Chi Kwai	74
" Fat or Lard—Chi Kwai	18
Sheep's Head and Feet—Young Tau	each
" Keok	set
" Heart—Young Sam	each
" Kidneys—Young Yiu	9
" Liver—Young Con	B
Sucking Pigs, To Order—Chi Kwai	22
Suet Beef—Sang Ngau Yau	10
" Mutton—Sang Young Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Shi Kai	30
Ducks—Ap	20
Doves—Fan Kau	each
Eggs, Hen—Kai Tai	per doz.
Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	20
Geese—Wigo	19
Geese, Wild Shanghai—Sheng Hoi Ye	19
" Ngo	pair
Mock Deer—Wong Kong	each
Hare—Ta Chai	19
Partridge—Chi Kwai	24
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Holbow—Holbow Pak Kup	24
Quail—Um Ching	26
Rice Birds—Wo Fa Ching	dozen
Salpao—Sa Chai	each
Turkeys, Cock—Fo Kai Kwai	70
" Hen	55
Wild Ducks, Shanghai, Solap	pair
Teal, Shanghai, Solap	each
Wild Ducks Canton—Sang Shing Solap	per pair

FISH.

Barbel—Kai Yu	9
Bream—Bia Yu	14
Canton Fresh Water Fish—Hoi Sia Yu	14
Carp—Li Yu	20
Catfish—Chik Yu	11
Codfish—Mun Yu	12
Croaker—Hoi	20
Crabs—Hoi	15
Crabs—Mok Yu	15
Dab—Sa Mang Yu	15
Dace—Wong Mai Lau	11
Dog Fish—Ti To Sa	8
Eels, Congor—Hoi Mar Yu	15
" Fresh water—Tam Sei Yu	15
" Yellow—Wong Shiu	24
Frog—Tien Kai	24
Grouper—Sak Pan	48
Gardons—Pak Kung Yu	24
Herrings—Tao Pak	24
Halibut—Cheung Kwai Yu	24
Labrus—Wong Pa Yu	24
Loach—Wo Yu	24
Lobster—Lung Ha	24
Mackerel—Chi Yu	24
Monk Fish—Mok Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoi	24
Parrotfish—Kai Kwai Yu	15
Perch—Tao Loo	10
Pike—Fa Faw Poong	19
Plaice—Pan Yu	19
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Ming Ha	24
Ray—Pai Sa	19
Rock Fish—Sak Kiu Kwai	19
Roach—Chai Yu	10
Salmon, (Glen) fresh water—Ma Yu	24

Shark—Sa Yu	9
Skate—Po Yu	11
Shrimps—Ha	28
Snapper—Lap Yu	26
Soles—Tat Sa Yu	24
Tench—Wan Yu	18
Turbot—Cho Hoi Yu	22
Turtles, small, fresh water—Keok Yu	36
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	26
Apple, (California)—Kam San Ping	60
" (Chico)—Tin Chai Ping	—
" Small—Hoi Tong	—
" Oustard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	4
" Heung Chai	6
" (brides), Macao—San Heung Chai	15
Chestnuts, Chinese—Fong Kut	15
Carambola—Young Tau	10
Cocoanuts—Yeh Tai	10
Grapes—Shi Tai Tsai	8
Lemons, China—Ning Moong	8
" Amer.—Kam San Ning Moong	30
Lichees, Small Stone—Lai Chai	11
" Fresh, Lai Chai	11
Limes, (Saugon)—Sai Kwai Ning	5
" Moong	12
Mango, Manila—Lui Sung Moong	5
Mango, Saigon—Sai Kwai Moong	10
Mangosteen, San Chuk Tai per 100	\$2.00
Oranges, Tim Chang	18
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Fai Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shut Li	15
" (Canton), Cooking—Sa Li	3
" (Shanghai)—Sheng Hoi Li	12
Peanuts, Fa Sang	10
Perseimons, Large—Hung Chai	10
Pine-apples, 1st quality—Sheng Poon	11
" 2nd cooking—Chung tang	—
" Paw-law	—
Platane—Tai Chai	5
Plums, Swatow—Hung Lai	7
Pumelo, Sham—Chim Lo Yau	35
Walnuts, Hup Ton	12
" Green—Sang Hop Ton	8
Shanghai Lo Kwai	8

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah	8
Chai Chank	—
Beans, (French) Macao—Oh Moon Pin	10
" Tai	—
Beans, (French), Shanghai—Sheng Hoi	—
" Pin Tai	—
Beans, Sprout—Ah Chai	4
Beans, Long—Tau Kok	8
Best Root—Hong Chai Tau	2
Brinjals, Green—Cheng Yuen Ker	5
Brinjals, Red—Hung Ker	5
Brinjals—Pak Chai	5
Bamboo Shoots—Chook Shui	10
Cabbages, Chinese, com.—Kai Choy	4
Cabbages, Red—Kai Lan Tau	14
Cabbages, (Shanghai)—Yeh Chai	10
Cassia Shoots, bunch—Kai Shun	4
Cauliflower, Large size—Tai Yeh Chai	—
" Fa	—
Cauliflower, Medium size—Cheung Yeh	—
" Chai-fa	—
Cauliflower, Small size—Sai Yeh Chai-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	6
Celery, English—Young Kan Chai	5
Celery, White—Pak Young Kan Chai	—
Chillies, Dried—Gon Lat Chiu	15
" Red—Hung Pa	12
" Green—Cheng Lat Chiu	8
Curry Stuff, English—Ka Loo Chai Lio	8
Cucumbers—Cheng Kwa	2
Blister Squash—Fa Kwa	4
Garlic—Suen Tau	6
Ginger, young—Sun Tai Keung	7
" old—Lo Keung	5
Horse Radish, Shanghai—Lik Kan	15
Indian Corn—Suk Mai	4
Lettuce—Young Sang Chai	1
" Water Chestnuts—Ma Tai	8
" Mandarin—Kwai Lam Ma Tai	8
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	60
Onions, Bombay—Young Chung Tau	8
" Green—Sang Chung	4
" Shai—Sheng Hoi Chung Tau	5
" Japan—Yat Poon	—
Okraes—Mo Ker	15
Parsley, English—Young Un Sai	25
Green Peas—Cheng Tau	—
Potatoes, Sweet—Yan Shai	8
" Shanghai—Sheng Hoi Shai	—
" Teal	—
" Japan—Yat Poon Shai Tai	—
" American—Fa Ki	—
" Footlow—Yat Chai Shai Tai	—
" Macao—Oh Moon	—
Pumpkin—Tong Kwa	3
Radish—Hung Lo Pak Tai	6
Rhubarb	—
Shalots—Gon Ching Tau	8
Spinage (Chinese)—Paw Chai	8
Spinage—Yin Chai	5
Tomatoes—Fan Kai	6
Taro—Wu Tau	5
Turnips, Punt (Long)—Low Pak	3
" English—Young Low Pak place	—
Vegetable Marrow—Chai Kwa	3
Water Cresses—Sai Young Chai	6
" Callrops—Kau Koi	—
" Lily Roots—Liu Ngan	6
Yams—Tai Shai	3
Sage	per bundle

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS,
Secretary, Sanitary Board.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a tencupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.
LIMITED.HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any returned M.S., nor to return any Contribution.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 10, 1909.

"THE GOVERNMENT GAZETTE."

It is instructive and amusing to learn on the authority of the Chief Justice that the greatly over-rated *Government Gazette*, which in official circles is regarded as a sort of second edition of the Gospel, is really nothing better than a common print. For long it has been the custom of the ordinary outsider to accept the fact that because a statement appeared in the *Gazette*, it was therefore surrounded with a halo of sanctity, and all orthodox believers would have shuddered in dismay had any iconoclast of lesser rank than the Chief Justice made bold to lay violent hands on this charter of official privilege. As a matter of fact the *Government Gazette* is the first to blame for having reduced public respect for the official organ, because in their determination that expenses must be reduced it was declared that certain items of information which had formerly found a place within the covers of this notable publication should no longer appear. Once the *Government* began to trim and whittle the contents of the *Gazette* confidence in what remained was certain to be shaken. Not even the *Government* can eliminate here and improve there in an attempt to attune the voice of the oracle without raising grave suspicions as to the authenticity of the organ. Yet that is what was done in the beginning of the present financial year, so that the *Gazette* has now become an emaciated specimen of the printer's art. We can well remember many occasions on which the Colonial Secretary has triumphantly replied to questions regarding the notification of public matters by stating with an air of finality that notice had appeared in the *Government Gazette*. Such an answer effect-

tively quelled the timid questioner although it may not have convinced him that there was not a flaw somewhere. The real truth is that not one in a thousand of the residents of the Colony ever sees this precious publication which is supposed to be edited by the Colonial Secretary himself. Those who do subscribe to it turn the pages with rather more listlessness than is seen in the junior clerk who opens the ledger to begin his day's work. All that the *Gazette* is good for nowadays is as a handy reference work of official appointments and a medium for the notification of land sales. And this is the sheet which has been acclaimed as the principal publication in the Colony. If the Chief Justice is right it is simply a dumping ground for waste products to which any junior officer may freely contribute his quota. For the Chief Justice said: "The *Gazette* was generally in charge of the Assistant Colonial Secretary or sometimes of a chief clerk and it simply made anything which a junior officer chose to put into the notice *prima facie* evidence." Not only that but it was actually averred by the Chief Justice that the *Gazette* was liable to make mistakes. That is a monstrous indictment, for it assumes that the officials of the Colonial Secretary's Department are by no means infallible, which, as everybody knows, is a preposterous suggestion. We can only console the aggrieved officials by remarking that it is on record that even Homer nodded, or as we should say, erred on occasion, so that if the Departmental staff of the C. S. O. do fall into unconscious blunder now and then they may rest content that they are in good company. In the instance to which the Chief Justice referred it was admitted that the mistake was unintentional. "Because it was diametrically opposed to the facts," so that the blame of having sullied the pages of the official document must be cast upon the official office-boy, who is, we presume, entitled to be considered one of the junior officers referred to by his Lordship. The question as to the reliability of the *Gazette* and character of its official standing arose over a case in which the Governor of Hongkong was the nominal plaintiff. It was sought to get the *Gazette* accepted as evidence, but the Chief Justice would have none of it. "The Evidence Ordinance of the Colony contained a curious provision which he could not pass over without criticising most adversely. By section 26 (3) of Ordinance 2 of 1889 it was provided that in civil proceedings "all proclamations, etc., and other official communications of the Government appearing in the *Government Gazette* may be proved by the production of such *Gazette* and shall be *prima facie* proof of any fact of a public nature which they were intended to notify. The provision ought to be at once repealed. It was impossible in this way to make any document which was of a public nature and which was put into the *Gazette* *prima facie* evidence of the truth of the contents; that was, shift the burden of proof on to the other side, compelling him to prove the truth." And so the evidence of the *Gazette* was rejected and its status impugned. That is a fine state of affairs, and newspapermen the world over will sympathise with the Editor of the *Gazette* in his unfortunate position, while the contributors will doubtless henceforth find their historic effusions subjected to the vigorous and violent exercise of the blue pencil.

SANITARY QUESTIONS.

In connection with the purchase of 2,500 gallons of Jeyes' Fluid for the use of the Sanitary Department, it seems to us that there is a mystery which still remains to be fathomed. The matter arose over certain questions put by Mr. Shelton Hooper at the last meeting of the Sanitary Board. In answer to these questions it was admitted that last year the deodoriser to the quantity stated was bought through the Crown Agents at a cost of something like sixpence per gallon in excess of the price for which it could have been obtained locally, thereby involving an extra expenditure of about £66. We need not recall the fact that these are the days of retrenchment and rigid economy, and it is therefore all the more perplexing that the services of the Crown Agents should have been invoked when for 20 years the Government has followed the excellent course of dealing direct with the local representatives of the Jeyes firm. One question was designed to discover in what respect the Jeyes' Fluid imported by the Government through the Crown Agents differed from that obtained locally and the answer was that: "The Jeyes' fluid intended from the Crown Agents had a guaranteed carbolic acid co-efficiency of over 20 for *basillus feutis*. That obtained locally was not so guaranteed and bacteriological tests showed that it had not such a high carbolic acid co-efficiency." But that is really no answer at all, because if the Crown Agents in London could obtain a fluid with a co-efficiency of over 20 for *basillus feutis*, surely the local agents were in an equally favourable position to meet the wants of the Government. At a time when trade is depressed in the Colony, although we trust that depression is rapidly passing away, it is surely the duty of the Government to assist as far as

possible the trade of the Colony and retain as much money as possible in the Colony. No doubt the agents would have had to remit the greater part of the purchase price they received from the Government to London but there would certainly have been something left over for investment in local business and for the use of those employed by the firm in question, even if it were only the coolies engaged in cartage work. The curious thing is that no statement was offered as to the reason why the local agency should be ignored in favour of the notoriously expensive Crown Agents. For 20 years, Mr. Hooper said, it had been the custom of the Department to obtain locally the disinfectants required and he added: "I think it must be patent to any one that to suddenly throw them over-leaving on their hands a large stock of a disinfectant which for 20 years the medical authorities had deemed to be of sufficient germicidal efficiency to meet the requirements in this Colony—is not a moral business transaction. I may say that if these facts are brought to the notice of His Excellency the Governor he will take steps to prevent its recurrence." He also wanted to know at whose instigation the change in question was made and the reason for such change—very vital and important points. Yet, in the end, he seems to have forgotten all about these questions and tamely allowed himself to be led astray by the innocent remark of the President that the matter would be represented to the Governor. And so we are no nearer the bottom of the mystery than before. If Mr. Hooper had pressed his points some light might have been thrown on this reprehensible habit of which the Government seems enamoured of dealing through the Crown Agents in preference to giving a lifting hand to local merchants. Another matter which cropped up at the meeting was that with reference to the exhumation of bodies for reinterment in China, and once again the question of the right of Chinese to inter the remains of their relatives in the Colonial Cemetery, towards the upkeep of which they pay their full share, was brought up. We confess that we are somewhat surprised to find that Mr. Hooper believes the civil servants have such a feeling of repugnance to Chinese that not only do they find them objectionable in life but they refuse to be associated with them in death. Fancy the horror of the civil servant when at the last trump he found himself lined up between two Chinamen! No wonder that the Registrar-General objected to be placed in that gallery. "Why do you speak for me?" he asked. Mr. Hooper: "Because I think you have feelings which most of us are credited with." And to his honour the Registrar-General answered: "I hope I am not credited with such feelings." Let us hope that with respect to Mr. Hooper's suggestion the civil servants as a whole do not hold those feelings of aversion to the Chinese in life as they are supposed to do when their bones are rotting, otherwise much of the ill success which has attended the efforts of the Sanitary Board in dealing with the Chinese on questions of sanitation may thereby be adequately and fully explained.

LOCAL AND GENERAL.

A RICKSHA coolie was fined 15s in the Police Court, this morning, for refusing to accept hire when discharged. Sapper J. Grey, R.E., was the prosecutor.

THE committee of the Vie Francaise and the Soc. E. Asiaticque gave a lunch on 18th ult. in honour of Dr. Stein in order to celebrate the brilliant results of the explorer's recent expedition in Chinese Turkestan.

STEALING a chain belonging to the steamer *Glencairn* yesterday, was the charge preferred against Chan Kwan, a coolie, at the Magistracy, to-day. He pleaded guilty, and received sentence of six weeks' hard labour.

CHAN PAN, a new arrival from the interior, was charged this morning, in the Police Court, with pocket cutting. In Des Vaux Road last night Chan ripped a shop coolie's pocket and stole a purse containing 88 cents. He was seized before he had time to run. On being found guilty he was sentenced to six weeks' hard labour and six hours' stocks.

AT a Coroner's inquest, which was held at the Magistracy, yesterday afternoon, touching the death of a four-year-old girl named Lo Kam Tai, the jury returned a verdict of "Manslaughter against some person or persons unknown." The girl was asleep with her parent on board a fishing junk early on the morning of May 15, in Shau-ki-wan bay, when a launch, still unknown, collided with the boat, overturning it, and drowning the girl. The launch, which carried no lights, did not stop to render assistance.

AT the annual dinner of the Association of English County Bankers and the Central Association of Bankers on 18th ult., an important speech on the Budget was made by the Earl of Crews, who in discussing the question whether the proposals in the Budget would cause capital in any large quantity to go to foreign countries, reminded his hearers that half of the holdings, outside these islands was held in India and the Colonies. With regard to the Colonies, in 1906, Hongkong raised £1,100,000 at 2½ per cent; in 1907 the Straits Settlements raised £5,000,000 at 4 per cent, convertible bonds, running five years; and in 1907 Southern Nigeria raised £5,000,000 at 4 per cent, for the purposes of development. Those loans were held in this country.

THE public telephone seems to have some attraction now for the thief. Some time last night a member of the fraternity entered the box near the Fire Brigade Station, and annexed the receiver. There is no question that the rogue attempted to get inside the cash-box, but he failed. The police are looking for the receiver who will receive the stolen receiver.

POLICEMAN A. K. Taylor charged a coolie in the Police Court, this morning, for returning from banishment before the expiration of five years. The accused, Ip Tu, alias Chung Lin, who was found guilty, was deported in December last, after serving a long term in prison. He returned to the Colony some days ago, but was only recognised yesterday. A sentence of six months' hard labour and six hours' stocks was passed.

CHINESE revolutionists in Burma have recently been purchasing arms, and have sent two of their followers, Chen Ching-hua and Choo Tsai, to Hongkong to gain information with a view to raising the standard of rebellion in the Kwangtung province. Chen is a cashiered Magistrate who some years ago was sentenced to death for having butchered several thousand men on the pretence of their being rebels, in order to court reward, and afterwards succeeded in making his escape and joining the revolutionaries.—N. C. D. News.

THE death is announced from Langford, Somerset, of Captain Augustus John Burniston, 76 years of age. He was the second master of the gunboat *Banister*, which was in action with pirates in the Canton River in December, 1857, and on Lieutenant B. Pim, who was in command, being wounded, Captain Burniston took his place. The *Banister* took part in the bombardment of the Peiho Forts in May, 1858. In 1859, whilst again attacking the Peiho Forts, he was severely wounded in both legs, and invalided home. He held the China medal with the Canton clasp.

Two foreign women, members of the underworld, Mary Levin, of 3, Chui Loong Street, and Paulina Grueberg, 39 Wellington Street, were summoned to attend the Police Court, to-day, to show cause why they should not be punished for disobeying a banishment warrant. In March last these two women, together with a number of others, were ordered to leave the Colony within a certain period. The women in question failed to obey the order, and the result was that action was taken against them. The accused did not put in an appearance when their names were called, and as it is believed that they had since taken their departure, the summonses were withdrawn.

THE trial of the man H. J. Kau, coxswain of the steam-launch *Yau Woo*, for the manslaughter of a boy named Chan Chun, who met his death in a collision, which occurred in Yau-ma-tei Bay on the morning of the 23rd ult., between the launch and a shipwrecked boat, was resumed at the Magistracy, this afternoon, before Mr. J. H. Kemp, Inspector Langley, of the Water Police Station, conducted the prosecution. Mr. E. W. Golding appeared for the defendant, while Mr. G. W. C. Bailey watched proceedings on behalf of the mother of the deceased. The evidence heard to-day corroborated that told by other witnesses, which has already been published in these columns. Inspector Langley spoke to examining the damaged junk on the beach at Yau-ma-tei, and he had it photographed. The hearing was again adjourned.

MORE PUBLICITY NEEDED.

TSANG KING'S APPLICATION TO RESCIND.

Application was made before Sir Francis Piggott (Chief Justice) this forenoon, in the Bankruptcy Jurisdiction Court, by Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon, on behalf of Tsang King, the well-known contractor, for permission to rescind the Receiving Order recently granted him.

The Chief Justice inquired on what ground the rescission was applied for.

Mr. Holborow stated that all the creditors had consented to the Order being rescinded.

The Chief Justice—All?

Mr. Holborow said that there were only two creditors who did not give their consent. They were only owed about \$300 each, but they could not be found to get their consent. It was believed that they had closed up their business and left the Colony. The debtor's estate was a large one; and Mr. Montagu Ede would look after it.

The Chief Justice said that all the business had been arranged amicably all the way through.

The Official Receiver.—An application of this sort, my Lord, should be given the greatest publicity in order to give other creditors the time to come in.

The Chief Justice—But the time has expired. Mr. Holborow observed that notices had been inserted in the papers and the creditors notified.

The Official Receiver reiterated that great publicity should be given.

The Official Receiver.—It may happen that the creditors might not appear.

Mr. Holborow stated that debtor was one of the best known men in the Colony. Apart from that, if all the property was given to a trustee, and if any more creditors came in debtor could be put in bankruptcy again.

The Chief Justice—The Official Receiver says there might be more.

Mr. Holborow—There are no more.

The Chief Justice—What object would there be in publishing the notice?

Mr. Holborow—No object could be gained by it.

The Chief Justice—But the Official Receiver wants the matter given more publicity, and I think he is right.

Mr. Holborow—That has been done.

It was finally agreed that the matter should be advertised in one English and one Chinese newspaper for fifteen days, and the application would be granted if no further objection was made.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. P. N. H. Jones, (Director of Public Works), Hon. Mr. F. J. Badesley, (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. A. Hewitt, Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

MINUTES.
The minutes of the last meeting were read and confirmed.

NEW MEMBER.
Hon. Mr. Murray Stewart took his seat on the Council on his election as representative of the Justices of the Peace, *vice* Mr. H. E. Pollock, K.C., absent on leave.

PAPER.
The Colonial Secretary laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCE.
The Colonial Secretary laid on the table the report of the Finance Committee (No. 5).

FINANCIAL MINUTES.
The Colonial Secretary laid on the table Financial Minutes Nos. 21 to 25. It was agreed that they be referred to the Finance Committee.

PUBLIC SERVICE.
The Attorney General moved the first reading of the Bill entitled An Ordinance to transfer to certain officers of the Public Service certain duties at present performed by other officers.

The Colonial Secretary seconded.
Agreed.

The purpose of this measure is to transfer from the departments of the Governor, the Colonial Secretary and the Registrar General certain duties in connection with licensing and registration which are more appropriately performed by the Police and Sanitary Departments.

PATENTS ORDINANCE.
The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Colonial Secretary seconded.
Bill was read a first time.

The objects and reasons of the Bill, among others, are:—

Under the English Act:—

(a) The Board of Trade if satisfied that the reasonable requirements of the public with respect to a patented invention have not been complied with may refer the matter to the Court, who may grant a compulsory licence or revoke the patent—section 25.

(b) The Comptroller may revoke patents on certain grounds—section 26.

(c) Patents worked outside the United Kingdom may be revoked—section 27.

In Hongkong all revocations, except in the rare cases in which the registered owner may desire to have his own Letters Patent revoked, should be the subject of petition to the Court.

As Hongkong is not a large place there seems no necessity to empower the Court to grant compulsory licences, nor is such necessity likely to arise.

Patents may be revoked in England for various causes none of which, it is possible, would hold good in this Colony, and if would therefore be manifestly unfair to revoke patents solely on the ground that they have been revoked in England.

The new sub-section gives the Court power to revoke a patent on proof being given that circumstances exist in this Colony in regard to an invention similar to those which led to the revocation of a patent in England.

Section 8. Proposed sections 12 and 13. If an invention is used and published without the protection of Letters Patent, whether with or without the consent of the inventor, the inventor loses his right to claim Letters Patent.

It happens from time to time—there was a case recently—that a man brings an invention ready for sale in the Hongkong market and applies for Letters Patent here. Owing to some informality the matter has to be referred to England for further documents, and the owner can in the meantime put his goods in the market only at his own risk.

These sections are founded on section 4 of the English Act with modifications rendered necessary by the local circumstances.

Section 12 allows provisional protection in a case, *e.g.* when the papers are not in order.

Section 13 extends provisional protection to an inventor who makes an invention in the Colony and is exposed to the risk of having his invention discovered and copied, and so of losing his rights, during the period necessary for him to apply for and obtain Letters Patent in England and thereafter in Hongkong.

PREPARED OPIUM.
The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Prepared Opium Ordinance 1891.

The Colonial Secretary seconded.
Agreed.

The purpose of the measure is to carry into effect the instructions of the Secretary of State for the Colonies with regard to the restrictions to be placed, from the date of the expiry of the lease of the existing Farm, upon the consumption of opium in the Colony.

Opium divans are abolished (section 10), the selling of prepared opium to women and children is prohibited (section 5), and restrictions are placed upon the exportation of prepared opium from the Colony (sections 3 and 7). Extended powers are also given to the Government to supervise the conduct of the Farm (sections 11 and 15).

SUPPLY BILL.
The Colonial Secretary moved the third reading of the Bill entitled An Ordinance to authorise the Appropriation of a Supplementary

Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents, to defray the Charges of the Year 1908.

The Colonial Treasurer seconded.
The Bill was read a third time and passed.

THE PROPOSED NEW PEAK TRAMWAY.
The last item on the Orders of the Day was an item to the effect that the Attorney General would move that the Council go into committee on the Bill entitled An Ordinance for authorising the construction of a tramway within the Colony of Hongkong.

The Attorney-General (Sir Henry Berkeley) said: This is really a private Bill introduced by a private member who is no longer a member of this Council. The question is whether we shall go on with it or not?

Mr. Gresson: I beg to move that the further consideration of this Bill be postponed until the interests of the people who will be concerned by the construction of the line have had time to be considered.

Mr. Stewart seconded.
Agreed.

ADJOURNMENT.
The Council adjourned till Thursday, the 17th inst.

FINANCE COMMITTEE.
A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

1. TYPHOON DAMAGE.
A sum of three thousand seven hundred dollars in aid of the vote, Public Works Department, Miscellaneous, typhoon and rainstorm damages.

2. VOLUNTEER RESERVE ASSOCIATION.
A sum of five hundred dollars in aid of the vote, Military Expenditure, Volunteers, Other Charges, grant to the Hongkong Volunteer Reserve Association for salary of secretary during 1908.

3. HOSPITALS.
A sum of six hundred and fifty dollars in aid of the vote, Medical Departments, B.—Hospitals and Asylums, other charges, for the following items:—

Civil Hospital, incidental expenses \$350
Victoria Hospital for Women and Children, medicines and surgical appliances, ... 350

Total, \$650

HONORARIUM TO CROWN SOLICITOR.
A sum of five hundred dollars in aid of the vote, Miscellaneous Services, fee to Crown Solicitor for compilation of existing regulations and Orders in Council.

ALBANY FILTER BEDS.
A sum of nineteen thousand nine hundred and seventeen dollars in aid of the vote, Public Works, Extraordinary, water works, Albany Filter beds, reconstruction and extension. This was all the business.

CHINESE WOMAN LOSES HER LIFE IN COLLISION.

A serious collision occurred in the harbour last evening, as the result of which a woman is reported missing, although there is no doubt that she was drowned.

At about seven o'clock last evening the ferry launch *Xam Shan* while on her usual run from Hongkong to Yau-ma-tei struck a passenger junk amidstships and capsized her. There were a number of persons on board the junk and they were all thrown into the water.

Everything was done to rescue the people, but the rescuers were unsuccessful in the case of a woman, eighteen years of age, who, it is believed, sank soon after the junk turned over. Exactly how the collision occurred and who was at fault, whether the junk or the launch people, will be determined later.

The launch coxswain, Lau Tai, was arrested by order of Inspector Langley, of the Water Police, after the collision. This morning, he was charged before Mr. F. A. Hazeland, at the Magistracy, with failing to observe the rule of the road for the prevention of collisions at sea. The defendant entered a plea of not guilty, and the case was adjourned.

A CONTRACTOR'S DIFFICULTIES.

EXTRAORDINARY STATEMENTS MADE IN EXAMINATION.

A building contractor, who had had many contracts with the Taikeo Docks, such as building slipways and cutting down hills, and whose business had gradually fallen, made some extraordinary statements in the Bankruptcy Court, this forenoon, when he came up to be publicly examined by the Official Receiver, Mr. Wakeman.

The debtor, Wong Yee, told the Court that he had been a building contractor. He had a contract with the Taikeo Docks, starting work in 1901. He had no partners in his business. When he got this contract his capital was about \$1,000—his own money. Besides the Taikeo Docks contract he had no other business.

Mr. Wakeman—How much profit did you make out of the Taikeo contract? Between \$20,000 and \$30,000.

Did you buy a shop in Queen's Road?—Yes. What did you pay for it?—\$28,500.

And what has become of that property?—Sold by public auction.

By you?—No. By the mortgagee.

And did you get anything from him?—No. I had to pay him \$200 extra for his expenses.

Have you had any contracts lately?—No.

The debtor, continuing, said that lately his business was bad. He lost over \$1,200 in building a slipway and over \$3,000 in cutting away a hill. He borrowed some \$10,000 on which he lived. Debtor had made an offer to his creditors, who advised him to withdraw from bankruptcy and continue his business as heretofore. His creditors had consented to receive \$10 on every \$100 per annum.

This closed the examination.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO BOUNDARY QUESTION.

NEGOTIATIONS IN PEKING.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

The other day the Portuguese Minister in Peking asked to have the question of the Macao boundary settled in Peking, but the Waiwupu declined to comply with the Minister's wishes.

Now it is reported that the Waiwupu is inclined to fall in with the suggestion.

MANCHURIA.

ALLEGED VIOLATION OF TREATY.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

A telegram has been received by the Grand Council from H.E. Sik Liang, Viceroy of the Three Eastern Provinces, alleging that the Russians and Japanese have violated Treaty provisions and asking that an official be sent to assist him in settling the matter.

RAILWAY SHAREHOLDERS.

DRAFT REGULATIONS.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

The Ministry of Posts and Communications has drawn up a set of ten regulations regarding the rights and privileges of shareholders in railway companies managed by the people themselves.

NATURALIZED CHINESE SUBJECT.

FRENCH CONSULTING ENGINEER.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

The French consulting engineer on railways has been naturalized a Chinese subject.

CHINA'S THANKS.

PRINCE CHEN'S MISSION TO JAPAN.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

Prince Chen, the special ambassador, is to leave Tientsin for Japan by the cruiser *Hoi Chow* on the 23rd inst.

[Prince Chen proceeds on a mission of thanks to the Emperor of Japan for the attendance by Prince Fushimi at the recent Imperial funeral.—Ed., H. K. T.]

THE TUNGKUANSHAN MINES.

PRINCE REGENT'S VIEWS.

[By courtesy of the "Sheung Po"]

Peking, 9th June.

The Prince Regent, holding that the Government should support the people in their contention regarding the Tungkuanshan concession, has given special instructions to the Waiwupu to oppose the foreign demands.

IMPROPERLY KEPT BOOKS.

D. R. CAPTAIN AND HIS FIRM'S BOOKS.

D. R. Captain, late of Messrs. Jeejeebhoy and Company, was called to task in the Bankruptcy Court, to-day, for the improper way in which his account books were kept. The debtor had been adjudged bankrupt some time ago, but later applied for his discharge. His application was considered at the last sitting of the Court, and debtor was ordered to produce his books in order to show where his money went to. Some books were handed in, but they were not at all considered satisfactory, as will be seen from the following dialogue.

The Official Receiver—I called for your book some days ago, but you have not sent it. What has become of them?

Debtor—I sent it all I have.

You could not, because you know they are not properly kept? Isn't that so?—I sent—

Answer the question.—Yes.

You could not give a full account of your trade during the last three years?—No.

Is not the reason that you could not file your accounts, because your books were not properly kept?—I do not know what accounts you want.

Answer the question. Isn't it because your books were not kept properly?—Yes.

The Official Receiver asked the Chief Justice to close the public examination, as debtor was asking for his discharge.

The Chief Justice—Yes. And you can take what steps you want in the discharge.

The Official Receiver—Yes.

Kowloon-Canton Railway.

EXPLANATION BY THE GOVERNOR.

MISAPPREHENSIONS CORRECTED REGARDING THE ORIGINAL ESTIMATES

In accordance with notice previously given, the Colonial Secretary at a meeting of the Legislative Council this afternoon moved:—

"It is hereby resolved that a sum of \$5,280,663 be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway, British Section, during the year 1909."

His Excellency said:—When I made a statement to the Council at the last meeting but one I observed that there was this year to introduce a resolution approving the advance for funds for railway construction during the current year, because the sum was borne on the annual estimates in accordance with the instructions contained in the new finance regulations introduced by the Secretary of State. I find the more correct procedure will be to introduce the usual resolution this year but it will not be required next year. It has therefore been included in the business of the day. Since we have the railway question before us again to-day I am glad to take this opportunity of correcting a misapprehension which has arisen in consequence of what I said on previous occasions. My observations on the comparative cost of the tunnel are calculated to mislead the Council, because I myself was misled. I quoted the words on page 2 of the Chief Engineer's report which read as follows:—

"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by coolies getting more trained to the work." These were followed by figures giving the actual cost per lineal foot for heading, enlarging and bricking in for each of the years 1907 and 1908 and show a total reduction in the cost per foot of 108 per cent in favour of the latter years. Yet the report states that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and accounts for the large increase over the estimates. I had failed to obtain an explanation for this apparent contradiction, but the Chief Engineer now explains it by a reference to his former report, which I had overlooked, in which it is stated that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid down at both facings of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site and many other similar items. In order to form a reliable and proper comparison of the cost per lineal foot of tunnel between one year and another, such items should of course be spread over the whole period during which the tunnel is under construction. As a matter of fact the cost per lineal foot was much greater in 1908 than in 1907 due to the difficulties described, the large consumption of explosives and a longer "lead," etc. It is only just to the engineers who began the tunnel work in 1907 under extreme difficulties with insufficient staff and plant and much sickness that this fact should be clearly stated. I am of course speaking of the Estimates laid on the table the other day. So far as these Estimates are concerned the only gross excess when all items are included on the original estimate of June, 1907, is in respect of the tunnel (applause). Nothing was further from my mind when I was discussing the financial question in regard to the tunnel expenditure than to infer that any blame was due to those pioneers on the work, to whose strenuous efforts the Colony has been greatly indebted. If this impression has been conveyed by my words—a meaning I had never intended to give them although I myself was misled—I desire emphatically to remove that misapprehension. I do not intend to again review the railway question, but I will once more emphasize what I have already emphasized in every statement I have made on the subject though I have apparently failed to make my meaning clear, if I may judge from the comment of the local press, viz. that the sole cause of Bruce's estimate "cannot in any sense be regarded as an estimate of the cost of the railway. At the time Mr. Bruce made his very rough preliminary survey—measuring the tunnel for distance only with a pair of dividers on the map—the question was under discussion whether the railway should follow a route along the eastern or the western side of the peninsula. It was such issues as these upon which his advice was sought, his figures not purporting to be an estimate and were supported by no calculations or quantities, etc. He purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plants including rolling stock, salaries, etc. The vote realignment adopted after a careful survey has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. This first estimate of the line made by a proper survey was that submitted in June, 1907, which amounted to eight million dollars. It did not include many items, as I have more than once pointed out, which at the time it was prepared were not settled. If these be added and also the cost of land resumption in the neighbourhood of the deep sea goods wharf, and the passenger station it will be found that the estimates have not been exceeded except in the one particular of the tunnel. In my recent statement to the Council I criticized the variations under different heads between the estimates presented this year and those laid on the table last year and said that though these variations were unsatisfactory the mere question of method in preparing estimates was not one which reflected credit on British engineering skill. The salient fact remains that however the various sums allocated under various headings and whether intermediate estimates have or have not been fairly the original estimates for which alone the chief engineers are responsible have not been exceeded, when all items are included

excepting the case of the tunnel which has exceeded the estimate by about one and a quarter million dollars against which there will be a small saving on the general estimate.

Mr. Murray Stewart, in seconding the adoption of the resolution, said:—I should just like to say that I have listened to the remarks which have fallen from Your Excellency with considerable satisfaction. I hope they will effectually destroy the idea that the railway is costing this Colony nearly twice as much as it ought. As Your Excellency has indicated, this erroneous impression arose from comparisons being made between the preliminary and the final detailed estimate as if they were different estimates for the identical work. It has already been pointed out by those who sought to combat this mistaken notion that the preliminary estimate was for the requirements of a single line, whereas the actual construction provides for development into a double line in all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimates did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Canton. The product is startling, but if to the original twenty-two miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railways some thought should be taken of the value of the land reclaimed some of which will be used for other than strictly railway purposes—for godowns and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked, in viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly in light of past history, while it may be easy for some people to point to mistakes made and faults committed, while it may perhaps not be difficult to see how minor economies could have been effected there does not seem to be any good reason for rushing to the conclusion that the cost is excessive in view of the work done. That an impression based upon this conclusion is widely held I know. I do not share it. I regret it. It is an unfortunate impression to get abroad. Therefore, as correcting some of the minor errors which make up the total sum, I welcome Your Excellency's statement. (Applause.)

The resolution was unanimously adopted.

CANTON DAY BY DAY.

THE FLOODS.

[From Our Own Correspondent.]

Canton, 9th June.

The Canton Central Relief Committee has been in receipt of a number of appeals from those districts that have suffered from the floods asking for assistance. Another relief party was yesterday despatched to the scene on board the steam launch *Kong Hung* with three hundred bags of rice, and five thousand gunny bags, etc., to relieve the sufferers.

FINE WEATHER.

Fine weather has been prevailing during the last few days. It is confidently hoped that the floods will subside in the course of a week.

BUILDINGS COLLAPSE.

Shortly after 11 o'clock on the 7th instant, owing to the rainfall during last week, a building in Po Yuen Street in the Western suburb suddenly collapsed without warning and several persons were injured. At 8 o'clock on the following morning, another house in An Kung Street partly collapsed, several persons receiving injuries. Fortunately, no lives were lost in both accidents.

CANTON PROVINCIAL JUDGE.

It is reported in Mandarin circles here that the newly appointed Canton Provincial Judge Chiu Pun Im is desirous of giving up his appointment in Canton for transfer elsewhere.

CANTON-HANKOW RAILWAY.

The daily return of passengers and the amount realized in fares for the first ten days of this month by the Canton-Hankow Railway were as follows:—

Number of passengers. Amount collected.

1st day 3,345 \$ 533.95

2nd " 3,283 500.30

3rd " 2,887 489.55

4th " 1,788 289.55

5th " 2,852 423.75

6th " 2,945 483.25

7th " 2,957 484.45

8th " 2,538 418.25

9th " 2,869 474.45

10th " 3,107 512.40

Total 28,570 \$4,667.90

The total amount collected during that period including freight on goods carried by the Railway was \$5,313.62.

A portion of the railroad in the sections above Sam Wah Tin was temporarily flooded in that period. Consequently, through passenger traffic was interrupted for a day. Work was also suspended for a few days in the sections above Yuan Tam owing to the floods.

CORRESPONDENCE.

[If the correspondent who sent us a letter, bearing neither name, nor address, nor address, asking for certain information regarding a news item, which recently appeared in our columns will give us information sufficient to identify him we shall be pleased to do our best to satisfy him.—Ed., H. K. T.]

FAILURE OF A CINNAMON DEALER.

PUBLIC EXAMINATION REVEALS HUGE LIABILITIES.

The public examination of a cinnamon dealer, who had failed, was held in the Bankruptcy Jurisdiction Court, to-day, before the Chief Justice. The examination, which was conducted by the Official Receiver (Mr. Wakeman) showed that the debtor's liabilities were very large.

Chan Yui Shan, the debtor, said that lately he had been trading as a cinnamon merchant, at 88, Des Voeux Road West.

Mr. Wakeman—How long have you been there?—Since June, 1908.

What was your way of trading?—Both cash and credit.

Wasn't your way of going up to Annam and getting the cinnamon to sell here?—Yes.

The Chief Justice—Is this the man in the recent case?

Mr. Wakeman—Yes. (To debtor)—When you first came here how much money did you have?—Between \$5,000 and \$6,000.

Didn't you tell me you borrowed \$20,000 before you came here?—That was last year.

Did you borrow any money from a man named Chan Mow?—No. I went security for a man. Did you get the \$20,000?—I went security for that amount.

Did you repay it?—I did.

Why?—Because I went security.

Where did you get the money to repay it?—I borrowed it from one Chan Tau.

Have you repaid Chan Tau?—Yes, between July and August, 1908.

When you first came here from Annam with cinnamon where did you get the money to buy it?—What I made over there.

What was the value of the first consignment of cinnamon you brought here?—\$6,000.

But you just told me you had no money and had to borrow?

The Chief Justice—You will probably find that he collected the cinnamon from various dealers and paid them afterward. He won't tell you that, but ask him.

The debtor, in answer, said that he had a little money of his own.

Mr. Wakeman—Did you pay for the cinnamon before you came here?—Yes.

Paid for all?—Yes.

How much profit did you make on that?—Over \$1,000.

What was the next thing you did?—I returned to Annam.

What did you do there?—Look for cinnamon.

And did you borrow more money?—No.

Did you borrow money in Hongkong?—Yes.

And did you take it back to Annam?—No.

Then what did you do with it?—I repaid somebody.

What is the amount of your liabilities?—Over \$30,000.

Was that for money borrowed or credit of cinnamon?—Both.

The debtor had no property in Annam. He had none in the Colony.

What do you do for a living now?—I am waiting for you to settle this business and I will look around. (Laughter.)

The Chief Justice—Did you give any address of your business you carried on here at the recent case against you?—No. I was doing a very, very small business.

The public examination closed.

MANY CLAIMANTS.

A CASE WHERE A BANK REFUSED TO PAY.

An interesting fight will be put up some time week after next between three men, all of whom are claiming a certain sum of money left in the will of a woman, who died some time ago. The interpleader came on formally before Mr. Justice Gompertz, in the Supreme Court, this morning.

This money, which takes the form of a draft, is deposited with the Hongkong and Shanghai Banking Corporation, and three men, Choi Tai Poo, Chan Choy Shi, and Choy Wong Shi, are seeking to get the cash. The result was that the Bank made application for relief against the claims of these three men to the money.

Mr. F. X. d'Almada e Castro appeared for one of the claimants. Mr. E. I. Davidson for another. Mr. d'Almada applied for an adjournment on the ground that his client had forgotten certain important documents in the interior.

Mr. Justice Gompertz—What part of the interior?—San-wui.

Has your client left yet?—He leaves to-night.

How do you get to San-wui?—By steamer to Koogmoon and then by boat to San-wui.

Mr. Davidson objected to the adjournment, but it was granted by the Court, costs of the day to go to Mr. Davidson.

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Headquarters at 5:30 p.m. on Monday, the 14th, and Wednesday, the 16th inst.

JOINED.

Mr. J. J. B. Kennedy joined the Corps on the 7th June, 1909, assigned Corps No. 1,089 and posted to No. 3 Company.

RESIGNED.

Gunner K. R. Denny is permitted to resign on leaving the Colony with effect from the 4th inst.

Gunner D. Jephson is permitted to resign on leaving the Colony with effect from the 4th inst.

Gunner J. P. F. is permitted to resign with effect from the 5th inst.

Private J. Osborne is permitted to resign with effect from the 7th inst.

STRUCK OFF.

Gunner F. H. H. Stevens is struck off the strength of the Corps with effect from the 27th May.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY, the 15th June, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDE-BOARDS and DINNER WAGGON with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASH-STANDS and DRESSING TABLES with BEVELLED GLASS, BRASS and IRON BEDSTEPS with WIRE and RATTAN MATTRESSES, GLASS, CROCKERY and E.P. WARE, TIENTSIN CARPETS and RUGS, PICTURES, IRON SAFE, &c., &c.;

ALSO

One COTTAGE PIANO and PIANOLA, One OLD VIOLIN and SEMI-GRAND PIANO.

AND

One VICTOR TALKING MACHINE and 59 RECORDS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th June, 1909. [476]

FROM EUROPE.

THE H. A. L. Steamship

"BRASILIA,"

Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 10th June, 1909. [474]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. J. G. Olfert, will be despatched for the above Ports on SATURDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th June, 1909. [475]

"HERCULES" IN COLLISION.

STRIKES A JUNK—NO SERIOUS DAMAGE.

A collision, fortunately of not a serious character and attended with little damage, took place in the harbour yesterday afternoon between the steam-launch *Hercules*, belonging to the Military authorities, and a cargo-boat (No. 578).

The accident happened at about four o'clock while both vessels were under way, and going in opposite directions. When the collision seemed imminent the *Hercules* coxswain did everything to avert it, and but for his quick handling of the telegraph the junk would have been destroyed. Instead the launch hit the junk a glancing blow, doing about \$50 damage. The damage was above water line, and the junk was able to continue her journey without any danger.

HONGKONG UNIVERSITY SCHEME.

CHINESE SUBSCRIPTIONS.

Amount already acknowledged:—

Yeung Chik-sang \$159.800

Sun Shing 500

Chan Chi-chung 500

Sang Lee 500

Tung Yui-kei 500

Wa Hing 500

Connaught Aerated Water Factory 300

Kwong Wing-shing 300

Tsang Poo & Co. 300

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN".....	ALLAN LINE.....
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.
"EMPRESS OF CHINA".....	"EMPRESS OF IRELAND".....
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE".....	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA".....	ALLAN LINE.....
SATURDAY, JULY 24TH.	FRIDAY, AUG. 30TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....

Via New York.....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

DIRECT SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TIENTSIN VIA SWATOW, WEI, HAIWEI & CHEFOO.	Steamship	On
CHIPSHING.....	FRIDAY, 11th June, 4 P.M.	
LOONGSANG.....	FRIDAY, 11th June, 4 P.M.	
HANGSANG.....	SUNDAY, 13th June, Daylight.	
WINGSANG.....	TUESDAY, 15th June, Noon.	
S'GAPORE, PENANG & CALCUTTA.....	TUESDAY, 15th June, Noon.	
MAUSANG.....	WEDNESDAY, 16th June, Noon.	
SINGAPORE, SAMARANG and SOERABAYA.....	THURSDAY, 17th June, 4 P.M.	
YUENSANG.....	FRIDAY, 18th June, 4 P.M.	
SGAPORE, PENANG & CALCUTTA.....	SATURDAY, 19th June, Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI.....	NAMSANG.....	SATURDAY, 3rd July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kwang" "Namsang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yankong, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dair, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

AMOV, NINGPO & SHANGHAI	STEAMERS	TO SAIL
SHANGHAI	"KWILIN".....	12th June, 4 P.M.
HOIHOW & HAIHONG	"OHENAN".....	13th " Daylight.
MANILA	"SINGA".....	13th " 9 A.M.
WEIHAWEI, CHEFOO & TIENTSIN	"TAMING".....	15th " 3 P.M.
CEBU & LOILO	"KUEICHO".....	15th " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"KAIFONG".....	15th " "
AUSTRALIAN PORTS	"OHANGSHA".....	15th " "
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG".....	16th " "
SHANGHAI	"CHIHUA".....	17th " "
SHANGHAI	"LINAN".....	20th " Daylight.
SHANGHAI	"TAMING".....	22nd " 3 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports, DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers had passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.Telephone No. 36.
Hongkong, 10th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUHI.....	2540	R. W. Almond.	MANILA	SATURDAY, 12th June, at Noon.
ZAFIRO.....	2540	R. Rodger.....	"	SATURDAY, 19th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 5th June 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU.....	5,000 tons gross.....	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU.....	5,000 ".....	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU.....	5,000 ".....	26th Oct., 1909, at Noon.
S.S. MANSHU MARU.....	5,000 ".....	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 4th May, 1909.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW
TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEEUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers..... Tons (gross reg.)..... Captain..... Sailing Date.

"TACOMA MARU"..... 6,178..... On Saturday, 3rd July.

"SEATTLE MARU"..... (already launched) 4 other new sister ships to follow.

The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying Silk, Tea and other goods. Special attention given towards Express connection. Superior accommodation for steerage passengers is used AMIDSHIP, and a limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

[457]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1909.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SADO MARU, Capt. Geo. Anderson, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
BINGO MARU, Capt. A. Christiansen, Tons 6500		WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE Via KEEUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
KAICHI, SHIMIDZU AND YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 6000	TUESDAY, 6th July, at 4 p.m.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6500	FRIDAY, 11th June, at Noon.
KUMANO MARU, Capt. N. Matheson, Tons 6000		FRIDAY, 6th July, at Noon.
HONGKONG, VIA SINGAPORE AND COLOMBO	YEBOSHI MARU, Capt. B. Koh, Tons 4500	THURSDAY, 17th June, at Noon.
SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	SUNDAY, 17th July, at Noon.
KOBE AND YOKOHAMA	SANUKI MARU, Capt. K. Homma, Tons 6500	FRIDAY, 11th June, at 5 p.m.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 9200	THURSDAY, 17th June, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.

* Omitting Shanghai.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru.....	(Capt. H. FRASER).....	About Wednesday, 30th June.
Kamo Maru.....	(Capt. F. L. SOMMER).....	About Wednesday, 28th July.
Mishima Maru.....	(Capt. A. E. MOSES).....	About Wednesday, 25th August.
Atsuta Maru.....	(Capt. W. THOMPSON).....	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

1st Class.....	2nd Class.....	3rd Class.....	4th Class.....
Yokohama Return.....	Kobe Return.....	Moji Return.....	Nagasaki Return.....
\$120.....	\$70.....	\$50.....	\$30.....

Option of rail between calling ports to Japan.

For further particulars, apply to

T. KUSUMOTO,
Manager.

[458/459]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI,"

Captain G. W. Gordon, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moolah," 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay by the R.M.S. "Perla," due in London on 25th July, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship "SEGUIRA,"

Captain Hayes, will be despatched as above on SATURDAY, the 12th inst., at 4 P.M.

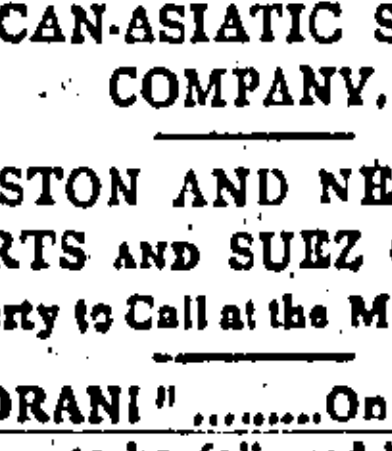
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 8th June, 1909.

[441]

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRANI".....On 16th June, 1909.

to be followed by S.S. "ST. PATRICK".....On 13th July, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd June, 1909.

[433]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "PATHAN".....About 22nd June.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th May, 1909.

[413]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oriole.....	4,657	F. W. Davies.....	1st July, 1909.
Kyushu.....	6,233	J. Mathes.....	20th July
Amyra.....	4,365	J. Boyd.....	26th Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 20th May, 1909.

[410]

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, ALEXANDRIA, NAPLES, LONDON and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISCHIA,"

Captain Balato, will be despatched as above on SATURDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 8th June, 1909.

[16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about 12th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 27th May, 1909.

[410]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909.

[465]

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "AMIRAL FOURCHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. H. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 4.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for highest First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$2.25 each.

The Company's Wharf is situated in view of the New Western Market, opposite the old Wharves Office.

YOUNG ON S.S. CO., LD.,
No. 7, Upper Ring Road, Hongkong.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/9 1/16
Do. demand	1/9 1/16
Do. 4 months sight	1/9 1/16
France-Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months sight	2/2 1/2
Germany-Bank T.T.	1/2 1/2
Do. demand	1/2 1/2
Do. 4 months sight	1/2 1/2
India T.T.	1/2 1/2
Do. demand	1/2 1/2
Do. 4 months sight	1/2 1/2
Singapore-Bank T.T. per H.K. 100	7/6
Do. demand	7/6
Do. 4 months sight	7/6
Java-Bank T.T.	10 1/2
Do. demand	10 1/2
Do. 4 months sight	10 1/2

4 months sight L/C	1/2 1/2
6 months sight L/C	1/2 1/2
30 days sight S. Francisco & New York	4/4
4 months sight do.	4/4
30 days sight Sydney & Melbourne	4/4
4 months sight France	2/2 1/2
6 months sight do.	2/2 1/2
4 months sight Germany	1/2 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Sovereign	11 1/2

SHIPPING AND MAILS

MAILS DUE

German (Yokoh) 16th inst.	
American (Kobe) 19th inst.	
Canadian (Empress of China) 24th inst.	

The Apur Co's s.s. *Japan* from Calcutta left Singapore yesterday afternoon, and may be expected here on 15th inst.

The N. Y. K. s.s. *Yokohama Maru*, Bombay Line, left Singapore for this port on 8th inst., and is expected here on 15th inst.

The N. Y. K. s.s. *Shimoda Maru*, American Line, left Shanghai for this port on 11th inst., and is expected here on 13th inst., a.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 10th at 12.10 p.m.—The depression lying over Korea Strait yesterday morning has moved quickly towards E.N.E. and is now passing to the Pacific to the South of Hokkaido. The other centre is moving slowly towards N.E. to the North of Vladivostok.

The barometer has risen moderately over W. Japan and the E. coast of China.

Pressure is highest over the N. part of the China Sea and the Pacific towards the Bonins. A second maximum lies over the Yangtze Valley, with relatively low pressure lying over S. China.

Moderate variable winds may be expected in the Formosa Channel, and moderate S.W. and S. winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. and S. winds, fresh or moderate; squally, showery later.

2.—Formosa Channel, Variable winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Malacca, same as No. 1.

Shipping.

Arrivals.

Tenyo Maru, Jap. s.s., 7,205, E. Bent, 9th June, San Francisco 15th May, Honolulu 20th, Yokohama 1st June, Kobe 2nd, Nagasaki 5th, and Shanghai 7th, Gen.—T. K.	
Sanki Maru, Jap. s.s., 3,789, K. Homma, 9th June, London 1st May, and Singapore 4th June, Gen.—N. Y. K.	
Abuchi, Br. s.s., 1,350, J. Meabrel, 9th June, Shanghai 6th June, Gen.—B. & S.	
Michael Jensen, Ger. s.s., 951, J. Petersen, 9th June, Chefoo 3rd June, Beas.—J. & Co.	
Ithaka, Ger. s.s., 2,268, W. Vogeler, 10th June, Hamburg 3rd June, Gen.—H. A. L.	
Changsha, Br. s.s., 1,247, E. Finlayson, 10th June, Australia 10th May, Gen.—B. & S.	
Dallin Maru, Jap. s.s., 900, Y. Kaburaki, 10th June, Amoy 1st June, Amoy and Swatow 9th June, Gen.—O. S. K.	
Brasilia, Ger. s.s., 4,536, F. Taget, 10th June, Hamburg and Singapore 3rd June, Gen.—H. A. L.	
Toucer, Br. s.s., 5,807, G. W. Parkinson, 10th June, Manila 8th June, Gen.—B. & S.	

Clearance at the Harbour Office.

Ithaka, for Canton.	
Yingchow, for Shanghai.	
Phuamphai, for Saigon.	
Hailan, for Hoibow.	
Sanki Maru, for Kobe.	
Brasilia, for Shanghai.	
Kowloon, for Tsingtau.	
Catherine Ahear, for Singapore.	

Departures.

Drumka, for Shanghai.	
Gilbert, for Shanghai.	
Phuamphai, for Swatow.	
Sanki Maru, for Kobe.	
Brasilia, for Shanghai.	
Kowloon, for Tsingtau.	
Catherine Ahear, for Singapore.	

Passengers arrived.

Per <i>Anhui</i> , from Shanghai—Mr. Ross.	
Per <i>Changsha</i> , from Aden and Port—Mr. and Mrs. Matheson and child, Messrs. Holmes, Hayes, Kobaske, Baile, Janson, Oatner, Campbell, Bailey, Misses Collins, Buboy, Mr. Collins, Mr. and Mrs. Fox, Messrs. Bur, Spari, Fallwell and Iwara.	
Per <i>Tenyo Maru</i> , from San Francisco, &c.—Messrs. J. O. Anderson, A. Bryer, Miss M. Bryer, Messrs. Robert S. Browne, E. E. Carr, M. S. Marie O. Chave, Messrs. W. B. Davis, C. D. Ford, Mr. and Mrs. T. Fontana, infant and child, Messrs. Hildebrand, S. Minemura and U. F. Wexli.	

Per *Shanki Maru*, from London, &c. for Hongkong—Mr. S. C. Diverell, Mr. and Mrs. M. Jong, Mr. N. Neger, and Mrs. Mail. For Kobe—Messrs. J. R. Pelham Burn, H. Pelham Burn, Capt. J. G. Burnett, Messrs. M. Takamatsu, S. Nomura, D. Watanabe, and Miss C. Kido. For Yokohama—Misses L. L. and L. A. Russell.

Passengers departed.

Per *Tenyo Maru*, for Seattle, &c.—Dr. Martini, Mr. Murakami, Mrs. Blumenhail and child, Mr. and Mrs. Callow and child, Messrs. John Ware, E. J. Robertson, Mr. and Mrs. A. Phillips, Misses H. and E. Phillips, and Mr. and Mrs. W. Pitts.

Per *Wakasa Maru*, for London, &c.—Mr. and Mrs. Reynolds and 2 children, Mrs. Tensler and 3 children, Messrs. Cohan, Murata, Miss Munsen, Mr. and Mrs. Holloway, Dr. Tensler, Messrs. Chikayaki, Shimidzu, Takeuchi, Shiojima, Doda, Tioffi, Miss Nicholson, Mr. and Mrs. Shollebeck, Miss Nishimoto, Dr. Hugh Mowat, Messrs. Hiyoshi, Toimoru, Kaneko, Yoshimatsu, T. H. Livingston, Wakasa, Hori, H. Hasegawa, Kikura, Johnsons, Takahashi, T. Takano and T. Murakami.

Per *Polynesia*, for Massillon, &c.—Mr. Chevalier and boy, Mr. and Mrs. Taitillon, Mr. Saite, Ramello, Lamerier, Antret, Nollan, La Goff, Marais, Heintze, Murchison, Vessel, Maristany, A. Engel, Mrs. Georges, Mrs. Goldstein, Messrs. Laubie, Mottet and 2 daughters, Mr. and Mrs. Beroud, Messrs. Lacroix, Colin, F. Escoffier, Mrs. and Miss Lazarus, Messrs. Chardonnet, Le Carbaulec, J. A. Tarrant, Pang Sang Chun, Ua Man Chun, Au Kok Leung, Tang Ching, Rizerri, Leon Mosser, Koh Hong Seng, Jose Abdon, Mrs. Irma Gormbault and baby, Messrs. Alver, Bernards, Messrs. Avila, Peralta, Almeida, J. Coelho, Jean Le Cann, and Mr. and Mrs. Citerne Capitaine.

Shipping Reports.

Str. *Anhui*, from Shanghai—Strong S.W. monsoon and fine weather.

Str. *Brasilia*, from Singapore—Moderate N.E. and S.W. winds and sea. Good weather.

VESSELS IN PORT.

STEWARDS.

Angbin, Ger. s.s., 1,001, C. Kumpel, 7th June, Bangkok and Swatow 6th June, Rice and Timber.—B. & S.	
Bourbon, Fr. s.s., 997, Le Bail, 6th June, Saigon 2nd June, Gen.—Man Fat.	
Carl Diederichsen, Ger. s.s., 774, J. Kayser, 9th June, Haiphong and Hoibow 8th June, Gen.—J. & Co.	
Canton, Br. s.s., 1,723, A. R. Anderson, 25th May, Weihaiwei 19th May, Gen.—J. M. & Co.	
Empress of Japan, Br. s.s., 3,030, H. Pybus, R.M.R., 3rd June, Vancouver 13th May, and Shanghai 1st June, Mails and Gen.—C. P. R. Co.	
Haiching, Br. s.s., 1,267, W. C. Passmore, 9th June, Foochow 6th June, Amoy 7th, and Swatow 8th, Gen.—D. L. & Co.	
Hailan, Fr. s.s., 377, O. A. Hög, 7th June, Hoibow 6th June, Gen.—A. R. M.	
Henrik Ibsen, Nor. s.s., 2,959, M. B. Shandwitz, 9th July, Newcastle, N.S.W. 19th May, Ballast—Order.	

Ischia, Ital. s.s., 2,481, G. Belsio, 5th June, Hongkong 17th May, Colombo 21st, Penang 27th, and Singapore 29th, Gen.—C. & Co.

Komsang, Br. s.s., 1,078, E. J. Buller, 8th June, Calcutta via Penang and Singapore 2nd June, Gen.—J. M. & Co.

Kwellin, Br. s.s., 1,026, W. B. Brown, 9th June, Newchwang and Swatow 7th June, Ballast.—B. & S.

Locksley, Ger. s.s., 1,020, W. Taubert, 6th June, Bangkok 30th May, Rice and Meal.—M. & Co.

Loongwang, Br. s.s., 1,093, Picknell, 8th June, Manila 5th June, Hemp and Sugar.—J. M. & Co.

Mauging, Br. s.s., 1,644, G. S. Welgall, 5th June, Sandakan 31st May, Timber and Gen.—J. M. & Co.

Mongolia, Am. s.s., 8,750, H. E. Morton, 1st June, San Francisco 5th May, and Shanghai 30th, Mails and Gen.—P. M. S. S. Co.

Montrose, Br. s.s., 2,286, R. Glegg, 22nd May, Moji 16th May, Coals.—D. & Co., Ltd.

Moyori Maru, Jap. s.s., 2,735, J. O. Richards, 2nd June, Moji 27th May, Gen.—N. Y. K.

Nikko Maru, Jap. s.s., 3,439, M. Yagi, 8th June, Nagasaki 4th June, Gen.—N. Y. K.

Quang, Ger. s.s., 1,145, H. Madsen, 4th June, Singapore 27th May, Gen.—J. C. J.

Rubi, Br. s.s., 1,616, R. W. Almond, 7th June, Manila 5th June, Gen.—S. T. & Co.

Taming, Br. s.s., 1,250, A. Somerville, 4th June, Manila 1st June, Gen.—B. & S.

Tijilatjap, Dut. s.s., 6,999, P. J. von Emmerick, 2nd June, Java 26th May, Gen.—J. C. J. L.

SAILING VESSELS.

Atides, Br. s.s., 2,066, L. Smith, 1st May, Kobe 23rd April, Gen.—S. O. Co.

Sumatra, Ger. schooner, 520, C. Nanev, 22nd May, New Guinea 30th April, Gen.—M. & Co.

Ships Passed The Canal.

20th April— <i>Atyana</i> , St. Patrick, <i>Achilles</i> , <i>Antenor</i> , <i>Namur</i> , <i>Palawan</i> , <i>Saxonia</i> , <i>Kamo Maru</i> , 23rd April— <i>Cardigan</i> , <i>Nara</i> , 27th April— <i>Lufow</i> , <i>Bennahr</i> , <i>Bradmar</i> , <i>Dorimund</i> , <i>Lasier</i> , <i>Sithona</i> , 30th April— <i>Sydney</i> , <i>Albana</i> , <i>Menelaus</i> , <i>Inaba Maru</i> , <i>Kawachi Maru</i> , <i>Prins Ludwig</i> , 4th May— <i>Cyclops</i> , <i>Banca</i> , 7th May— <i>Pelto</i> , <i>Caldwell</i> , <i>Glanak</i> , <i>Ping Sui</i> , <i>Sinla</i> , <i>Cathay</i> , 11th May— <i>Ben-lai</i> , <i>Flintshire</i> , <i>Sumatra</i> , <i>Edwin</i> , <i>Perla</i> , <i>Prins Ludwig</i> , <i>Siam</i> , 14th May— <i>Goben</i> , <i>Norman Prince</i> , <i>Vorwarts</i> , <i>Hittachi Maru</i> , <i>Ben-lai</i> , <i>Tounera</i> , <i>Sanki Maru</i> , 17th May— <i>Dandillon</i> , <i>Glenroy</i> , 18th May— <i>Perseus</i> , <i>Katow</i> , 21st May— <i>Ernest Simon</i> , <i>Malla</i> , <i>Hyson</i> , <i>Mithima</i> , <i>Maru</i> , <i>Pak Ling</i> , <i>Saguta</i> , 25th May— <i>Yokoh</i> , <i>Falka</i> , <i>Ben-lai</i> , 28th May— <i>Ambrisa</i> , <i>Awa Maru</i> , <i>Armand</i> , <i>Bahle</i> , <i>Glamorganshire</i> , <i>Kanagawa Maru</i> , <i>Bulow</i> , <i>Konang</i> , <i>St. Orestes</i> , <i>Patroclus</i> , <i>Sikh</i> , 1st June— <i>Cyrus</i> , <i>Dacri</i> , <i>Castile</i> , <i>Indra</i> , <i>Indra</i> , <i>Glanak</i> , <i>Ydun</i> , 4th June— <i>Trangue</i> , <i>Indra</i> , <i>Indra</i> , <i>Prometheus</i> , <i>Sardalia</i> , <i>Sla</i> , <i>Indra</i> , <i>Toulin</i> , <i>Corcoran</i> , <i>Indra</i> , <i>Indra</i> , <i>Nabla</i> , <i>Silvia</i> , (Aus.) 8th June— <i>Kleit</i> , <i>Ben-lai</i> , <i>Ydun</i> .	
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Arrivals at Home—20th April—*Ydun*, *Prometheus*, 21st April—*Nora*, 23rd April—*Tomba Maru*, 27th April—*Macdonald*, *Ben-lai*, *Headley*, *Andania*, *Withallia*, 30th April—*Kleit*, *Nora*, 4th May—*Thor*, *Achilles*, 7th May—*Inaba Maru*, *Laertes*, *Palawan*, 12th May—*Dorimund*, *Saxonia*, 14th May—*Caldwell*, *Prins Ludwig*, 19th May—*Pelto*, *Ping Sui*, 21st May—*Goben*, *Vorwarts*, *Suruga*, *Hittachi Maru*, 25th May—*Albana*, *Flintshire*, *Illyria*, *Banca*, *Sumatra*, 28th May—*Perseus*, *Cathay*, *Glenroy*, *Glanak*, *Ernest Simon*, 1st June—*Hyson*, 4th June—*Bulow*, *Kanagawa Maru*, 8th June—*Katow*.

Barometer, June 9th, 29.84, June 10th, 29.75

Temperature, June 9th, 84, June 10th, 85

Humidity, June 9th, 75, June 10th, 75

Rainfall, June 9th, —, June 10th, —

Steamers Expected.

Vessels	From	Agents	Due
Shimoda Maru	Shanghai	N. Y. K.	June 13
Yokohama Maru	Singapore	D. S. & Co.	June 15
Yokohama Maru	Singapore	N. Y. K.	June 15
Yokohama Maru	Colombo	M. & Co.	June 16
Yokohama Maru	Japan	N. Y. K.	June 19
Emp. of China	Vancouver	C. P. R. Co.	June 24
P. Sigismund	Sydney	M. & Co.	June 25

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Sir William Jervoise... at Kowloon Dock.
Chan Po... " "

TAKOO DOCKS.

Maple Leaf... at Quarry Bay Docks.
Taming... " "

CHINA COAST METEOROLOGICAL REGISTER.

Vessels	From	Agents	Due
Vladivostok	7 a.m.	29.41	50 100
Namur	8 a.m.	29.03	SE 1
Hakodate	9 a.m.	29.09	SE 1
Kokoi	10 a.m.	29.09	SE 1
Kochi	11 a.m.	29.09	SE 1
Nagasaki	12 a.m.	29.09	SE 1
Kagoshima	1 a.m.	29.09	SE 1
Oshima	2 a.m.	29.09	SE 1
Naha	3 a.m.	29.09	SE 1
Ishikajima	4 a.m.	29.09	SE 1
Bonin Is.	5 a.m.	29.09	SE 1
Chefoo	6 a.m.	29.09	SE 1
Weihaiwei	7 a.m.	29.09	SE 1
Hankow	8 a.m.	29.09	SE 1
Shanghai	9 a.m.	29.09	SE 1
Guangzhou	10 a.m.	29.09	SE 1
Swatow	11 a.m.	29.09	SE 1
Taihou	12 a.m.	29.09	SE 1
Taiwan	1 a.m.	29.09	SE 1
Koshun	2 a.m.	29.09	SE 1
Pescadores	3 a.m.	29.09	SE 1
Canton	4 a.m.	29.09	SE 1
Hongkong	5 a.m.	29.09	SE 1
Victoria Peak	6 a.m.	29.09	SE 1
Macao	7 a.m.	29.09	SE 1
Wuchow	8 a.m.	29.09	SE 1
Holow	9 a.m.	29.09	SE 1
Pukhol	10 a.m.	29.09	SE 1
Phallen	11 a.m.	29.09	SE 1
Tourane	12 a.m.	29.09	SE 1
C. St. James	1 a.m.	29.09	SE 1
Apur	2 a.m.	29.09	SE 1
Manila	3 a.m.	29.09	SE 1
Legaspi	4 a.m.	29.09	SE 1
Bacolod	5 a.m.	29.09	SE 1
Iloilo	6 a.m.	29.09	SE 1
Cebu	7 a.m.	29.09	SE 1
Laban	8 a.m.	29.09	SE 1

June 10th, 1909, a.m.

Vladivostok	7 a.m.	29.44	55 75	SE 1
Namur	8 a.m.	29.34	—	SE 1
Hakodate	9 a.m.	29.38	—	SE 1
Kokoi	10 a.m.	29.38	—	SE 1
Kochi	11 a.m.	29.38	—	SE 1
Nagasaki	12 a.m.	29.38	—	SE 1
Kagoshima	1 a.m.	29.38	—	SE 1
Oshima	2 a.m.	29.38	—	SE 1
Naha	3 a.m.	29.38	—	SE 1
Ishikajima	4 a.m.	29.38	—	SE 1
Bonin Is.	5 a.m.	29.38	—	SE 1
Chefoo	6 a.m.	29.38	—	SE 1
Weihaiwei	7 a.m.	29.38	—	SE 1
Hankow	8 a.m.	29.38	—	SE 1
Shanghai	9 a.m.	29.38	—	SE 1
Guangzhou	10 a.m.	29.38	—	SE 1
Swatow	11 a.m.	29.38	—	SE 1
Taihou	12 a.m.	29.38	—	SE 1
Taiwan	1 a.m.	29.38	—	SE 1
Koshun	2 a.m.	29.38	—	SE 1
Pescadores	3 a.m.	29.38	—	SE 1
Canton	4 a.m.	29.38	—	SE 1
Hongkong	5 a.m.	29.38	—	SE 1
Victoria Peak	6 a.m.	29.38	—	SE 1
Macao	7 a.m.	29.38	—	SE 1
Wuchow	8 a.m.	29.38	—	SE 1
Holow	9 a.m.	29.38	—	SE 1
Pukhol	10 a.m.	29.38	—	SE 1
Phallen	11 a.m.	29.38	—	SE 1
Tourane	12 a.m.	29.38	—	SE 1
C. St. James	1 a.m.	29.38	—	SE 1
Apur	2 a.m.	29.38	—	SE 1
Manila	3 a.m.	29.38	—	SE 1
Legaspi	4 a.m.	29.38	—	SE 1
Bacolod	5 a.m.	29.38	—	SE 1
Iloilo	6 a.m.	29.38	—	SE 1
Cebu	7 a.m.	29.38	—	SE 1
Laban	8 a.m.	29.38	—	SE 1

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The public are informed that mails to China via Siberia are despatched from the London General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

17th June	at 8.00 A.M.
18th June	at 2.30 P.M.
19th June	at 1.00 P.M.
20th June	at 8.30 P.M.
21st June	at 8.30 P

